



Comment Form

We want to hear from you.

What other concerns do you have that have about transportation impacts due to the Point Wells development?

How do any ROW cross sections address
to ROWS of less \approx 199/199
Destruction of services under streets. 23rd and NEW 23rd has 3 lines
in it.

What ideas do you have for potential solutions to address your concerns, and would fit best within the Richmond Beach community?

Demand 2nd access to the
new City of Point Wells.
County roles don't allow this much traffic
on a dead end.
This is not a "sleeping issue." Point Wells is the
end of the world.

Additional questions or comments?

Why do street cross sections presented by the City disregard
cross slope?
all comparable to ROW's presented by the City are adjacent other
major arterials, ST's or freeway. None are dead ends.
Why is there no acknowledgment of SR104?

Contact information (optional)

This information will help us respond to your questions and concerns.

Name:

John Wolfe

Address:

City:

State:

Zip:

Email (for project update emails):

Phone:

Please leave your comment form in the boxes provided tonight or mail it to the address below:

Attn: Kirk McKinley, City of Shoreline, 17500 Midvale Ave N, Shoreline, WA 98133-4905

Note: Comment cards are subject to public disclosure laws; however, these laws prohibit their use for commercial purposes. Submitting your name and contact information is optional.



Comment Form

We want to hear from you.

What other concerns do you have that have about transportation impacts due to the Point Wells development?

School buses; What is going to be the impact of 5-6(?) school buses all on a single route. Where are the buses coming from: Snohomish county or Shoreline.

If no school buses there will be a major impact on the local schools as parents drop off school children or older students drive/park their cars.

What ideas do you have for potential solutions to address your concerns, and would fit best within the Richmond Beach community?

Additional exits/entrances should be mandatory

Has one ever considered a toll gate upon entry of the village to recoup the costs of repair etc.

They are quite acceptable on the East Coast.

Additional questions or comments?

I think the city officials (government) needs to be aware that the residents of Shoreline are strongly against this project.

Who is paying for all the costs to Shoreline residents - The present and ongoing costs. Does Snohomish county receive all the local sales tax and property taxes. "Shoreline property taxes are the highest in the state presently."

Contact information (optional)

This information will help us respond to your questions and concerns.

Name:

Larry Bagema

Address:

City: Shoreline

State: WA

Zip: 98177

Email (for project update emails):

Phone:

Please leave your comment form in the boxes provided tonight or mail it to the address below:

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February 26, 2014

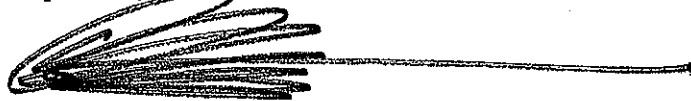
Kirk Mckinley
Transportation Planning Manager
City of Shoreline, Washington

POINT WELLS TRANSPORTATION CORRIDOR STUDY COMMENTS

To improve the pedestrian and traffic safety in Richmond Beach segment A due to the potential impact of the proposed Point Wells development, I would like to propose the following conditions to be submitted along with the above study.

1. Install new curb and sidewalk along with bicycle lane along the East side of Richmond Beach Drive N.W. from the South end of the road to Point Wells property. Richmond Beach Drive N.W. shall remain a two lanes road with no parking on the east side of the road.
2. Extend Kayu Kayu Ac Park's west sidewalk south up along Richmond Beach Drive N.W. and provide a safe pedestrian cross walk and access to the Park with pedestrian crossing warning light and sign.
3. Complete side walk on both sides of N.W. 196th St. from Richmond Beach Drive N.W. to N.W. 195th St.
4. Complete side walk on both sides of N.W. 195th Place from Richmond Beach Drive N.W. to N.W. 196th St.
5. Complete curb and sidewalk along with bicycle lane along the East side of 20th Ave. N.W. from Salt Water Park access to City of Woodway. 20th Ave. N.W. shall remain two lanes road with no parking along the east side of the avenue.
6. Provide traffic circle at 24th Ave. N.W. & N.W. 199th St. along with one speed bump between Richmond Beach Drive and 24th Ave. N.W. and two speed bumps between 24th Ave. N.W. and 20th Ave. N.W. To slow down the cut through traffic from Richmond Beach Drive N.W. to 20th Ave. N.W.

Respectfully submitted,



Chakorn Phisuthikul.
2618 N.W. 198th St.
Shoreline, WA. 98177

From: Nauko Grimlund

Sent: Friday, February 28, 2014 8:27 PM

To: Kirk McKinley

Subject: Traffic Study

I saw that you were compiling comments on the traffic impact of Point Wells. I think it is important to realize that all these little cut troughs are going to become highways and with the lack of sidewalks on most streets it is a pedestrian nightmare. We live on 201st Place between 3rd and 8th with no sidewalks and while our street is a dead end, everyday we have a number of cars racing down to the end thinking they can reach 3rd from our street. I am also really concerned about the non arterial 205th/244th cut through from 8th is going to become a bigger traffic nightmare with cars racing from 205th to reach 8th. With no sidewalks on most of these streets it is a safety hazard for my kids and currently cars are constantly zipping on 5th/202nd to reach 3rd or 8th. We will need sidewalks on all these streets not just the main arterials since this level of traffic that Point Wells will create is going to be a major safety hazard and destroy the wonderful community of walkers and kids playing that use all these side streets.

Sincerely,

Nauko Grimlund
336 NW 201st Place

Attn: Kirk McKinley
City of Shoreline
17500 Midvale Ave N
Shoreline, WA 98133-4905

Re: Point Wells Transportation Corridor Study

Dear Sir,

I OBJECT to the scope and scale of the proposed project at Point Wells.

My numerous concerns include the following:

Transportation

Traffic would more than double on our streets. Parks and schools are nearby, and Richmond Beach Drive would need major reconstruction. There is only one main street entering or exiting the area; it would require major upgrading and traffic signals.

Concerns specific to my property

My house faces Richmond Beach Road. Although my deck views the road, there is currently comparatively little traffic. The kind of traffic this project is expected to bring would increase the noise level and the constant sight of cars would be distracting and disruptive to me and my family. Above all, it would disturb the quiet enjoyment of my property, likely resulting in a decreased property value.

Additional Concerns:

This development could unfairly transfer amenities from existing residents to new users. In many ways this project would adversely affect the overall look and feel of Richmond Beach for all current residents of this uniquely peaceful neighborhood.

Because of these and other concerns, I strongly object to the proposed housing project at Point Wells.

Sincerely,



Betty Robertson
2116 N.W. 197th Street
Shoreline, WA 98177

cc: Darryl Eastin
Snohomish County Planning and Development Services
3000 Rockefeller Ave. M/S 604, 2nd Floor
Robert Drewel Building
Everett WA 98201

Mike & Alexandra Shimizu

20130 Richmond Beach Dr. NW, Shoreline, WA 98177

February 28, 2014

Kirk McKinley
City of Shoreline
17500 Midvale Ave. N.,
Shoreline, WA 98133-4905

Re: Comments on traffic cut off issues surrounding the Point Wells Development

Dear Mr. McKinley,

It has been suggested that the streets of 199th and 198th along with 21st be blocked off to divert traffic down the main arterials.

We adamantly oppose this! Citizens of Richmond Beach have used these streets for several decades as a way to and from downtown Edmonds (through Woodway). We feel that it pits neighbors against each other when you make special arrangements for certain residents at the expense of others.

We would also like to point out that the entire area of Point Wells is located technically in the town of Woodway and we do not see the point in trying to keep traffic out of Woodway. Also, Edmonds is located in Snohomish County, which supposedly is profiting from this development. If anything, direct access through Woodway should be encouraged, not discouraged. If Point Wells needs to pay for road improvements, it should include improvements to the Snohomish county line. If Snohomish County will not put a road in and out of Point Wells, then the developer needs to foot this bill! Why are you wedded to the idea of only one way in and out of Point Wells? If the side roads need improving, then improve them! Do Not close them off!!

Thank you for your consideration and help in this matter.

Sincerely,

Mike & Alexandra Shimizu
Mike and Alexandra Shimizu *aks*

February 26, 2014

Darryl Eastin

Principal Planner
Snohomish County Planning and Development Services
3000 Rockefeller Ave. M/S 604
2nd Floor Robert Drewel Building
Everett, WA 98201

RE: Point Wells Mixed-Use Redevelopment Project EIS (PW EIS)

Thank you for the opportunity to comment on the PW EIS. Following are EIS questions or comments I would like to have addressed and answered.

1. Importance of joint Transportation Corridor Study with Shoreline. The Study will provide new and more accurate information to the process. The previous study by DEA had significant errors creating credibility problems. The Study should be a foundation for the transportation element of the EIS. The same should apply for Shoreline's plans and policies.
2. Role of the State Department of Transportation. Since a significant part of traffic will end up on State highways such as SR-104, SR-99 and I-5 the Washington State Department of Transportation should be involved early in the process to assess impacts and mitigation for State facilities. The same should apply for Metro Transit and Sound Transit.
3. Trip distribution. The previous study by DEA for Snohomish County was significantly flawed such as ending traffic analysis at N 185th St and SR-99 and not factoring in traffic cut-through/diversion to nearby neighborhoods. Traffic impacts, especially on lesser arterial streets were severely underestimated. At the initial Transportation Corridor Study meeting in Shoreline on Feb. 12, 2014, the PW traffic consultant used a recognized erroneous trip distribution chart in the presentation (without admitting it was dated or in error until he was questioned.) Such errors and denials endanger the credibility of the consultant's work and objectivity. Can they be trusted to be objective and fair or do they only produce what their client wants to hear?
4. Traffic analysis area should be expanded to I-5 at N 205th and N 175th. There are no trip attractors of significance where the PW originating trips will end. Therefore, traffic impacts will continue on other facilities, rather than disappearing.
5. Cut-through traffic and diversion. The previous DEA traffic study erroneously ignored consideration of cut-through/diversion traffic in neighborhoods. It is factual that traffic seeks the path of least resistance, thus resulting in cut-through traffic in neighborhoods. I am especially concerned about cut-through traffic to the south on streets such as 8th Ave NW/Carlyle Hall Rd., Dayton Ave. and

Fremont Ave. Each are characterized by a density of driveway access and pedestrian/bicycle use to schools. These impacts need to be studied and mitigated.

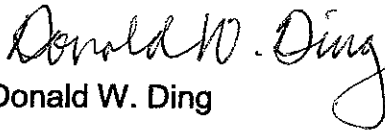
6. Due to the significant increase of PW traffic, driveway access will be significantly affected. Existing traffic already uses cut-through routes diverting from Richmond Beach Rd./185th Street. Whereas traffic gaps now exist to reasonably get out of driveways without endangerment, this will worsen with increased traffic from PW. Individual driveways and alternative/cut-through routes should be considered. How will this be analyzed? How will this be mitigated?
7. Parking requirements for PW. Adequate parking needs to be provided in the development and any parking standard reductions need to be clearly demonstrated and implemented for the occupancy of the development.
8. Relationship of PW project to existing Shoreline plans and policies, including existing neighborhood transportation plans. How will PW address and be consistent with adopted Shoreline plans and policies? These plans and policies have been adopted and implemented by the City and neighborhoods and should not be circumvented or ignored by PW.
9. Bikeway and pedestrian plans and corridors. Shoreline's bicycle and pedestrian plans and corridors should be followed by PW. They should not be ignored.
10. Transit and Transportation Demand Management (TDM) discounts and credits. Given the current financial instability of transit funding, transit and TDM trip discounts from PW should only be allowed if there is clear financial commitment and plans from the transit provider to provide service. This should not be a shuttle service that can disappear in 1 or 2 years because of poor usage or because the development cannot afford the cost. It must be a firm financial commitment of sustainability. Same for TDM conditions. No "here today, gone tomorrow."
11. Internalized trips/traffic within the new PW must be held to the same level of reality scrutiny, not just because the developer says it will happen, but how with clear enforceable directives and sustainable actions. Just because the developer says there will be fewer trips due to internalized travel doesn't mean it will happen.
12. Establish a "traffic safety escrow account (TSEA)" to mitigate unaddressed traffic concerns during and after the development. A hypothetical example of a TSEA would be the developer sets aside \$10million in an escrow account for a period of time that the City could draw from to pay for unanticipated/unaddressed traffic safety needs resulting from the development. That way, the City would have a resource to fall back on to mitigate impacts. In normal situations, the response would be "sorry we didn't expect this", "it's too late" or "we don't have funding to do anything." Bottom line being, existing residents are stuck with the problems without any recourse for improvement; leading to another failure of our elected leaders to protect our communities. After a set period of time following the completion of the development, unused monies could be returned to the developer.
13. The EIS should build on the Transportation Corridor Study and other major transportation projects that have been recently completed. This includes

specifically traffic studies from the recent Aurora Corridor study. The Aurora Corridor project costs \$100+ million and represents a significant investment to the City and State. If the Aurora Corridor Study work is correct, it should be a foundation for the EIS analysis. Note: The Aurora Corridor Study showed a number of intersections over, at or near traffic capacity even without PW.

14. The a) increased traffic volumes and congestion that will be brought on by PW, b) substandard arterials and residential streets, c) direct driveway access for many residences and d) the lack of transportation funding to meet needs will create an impending dangerous situation waiting to happen. Objective and protective (for the existing community) actions need to be assured.

Thank you for the opportunity to address the EIS. I look forward to seeing your response.

Sincerely,


Donald W. Ding

110 NW 171st Street

Shoreline, WA 98177

cc:

Kirk McKinley
Transportation Planning Manager
City of Shoreline
17500 Midvale Ave. N.
Shoreline, WA 98133-4921

From: Lindsey Amtmann
Sent: Friday, February 28, 2014 7:11 PM
To: Kirk McKinley
Subject: Point Wells question

Hello - do you know where I could find a good explanation for why the option of redeveloping 205th all the way west to the water is not being considered?

Thank you,

Lindsey Amtmann
16022 Burke Ave N
Shoreline, WA 98133

3-1-2014

Kirk McKinley
City of Shoreline
17500 Midvale AVE N
Shoreline, WA 98133

Re: Comments on traffic cut off issues
surrounding The P. Wells Development

Dear Sir,

It has been suggested that the streets of
NW 199th, NW 198th + 21st NW be blocked
off to divert traffic down the main
arterials.

This is a ridiculous strategy! Not
only are we not going to get out of
our driveways, but when we do we
won't be able to head in a NE direction
to our shopping and activities in Edmonds?

Also the Shoreline School District
has stops on some of those streets
and the buses are already on tight
enough schedules.

All of us will be affected by P. Wells.
Let's don't extend the hurt.

Colissa Lettkie resident since 1984
20128 Richmond Blvd NW
Shoreline, WA 98177

2625 NW 205th
Shoreline, WA 98177
March 3, 2014

Dear Mr. McKinley,

It has been suggested that the streets of 199th and 198th as well as 21st be blocked off to divert traffic down the main arterials.

We would like to express our disapproval of this proposal. We are all speculating on how our roads will be impacted by the Point Wells development. It appears that a variety of road exits will be needed to divert traffic to both Edmonds and Seattle. One arterial will not be able to handle all of the traffic. Everyone in Richmond Beach will be impacted by the Point Wells development and most of the impact will be on traffic. We all have no choice but to share this burden.

By closing some roads you will be increasing the traffic burden on other roads. The people on the open streets will bear the burden of such increases. Please take a balanced approach to spreading the traffic on all roads in Richmond Beach.

Thanks you for your consideration.

Sincerely,



Pearl and Ken Noreen

From: Kathryn Zufall

Sent: Tuesday, March 11, 2014 8:43 AM

To: Kirk McKinley; City Council

Subject: Re: Traffic problems in my neighborhood re the Point Wells project - one more comment

Sirs,

I neglected to add that I would be in favor of physical barriers, such as one preventing a left turn from 199th to 24th which is often used as a shortcut into Edmonds and making the short segment of 24th to 198th one way.

Thank you.

On Tue, Mar 11, 2014 at 8:36 AM, Kathryn Zufall wrote:

Dear sirs,

I have just become aware that there will be a discussion of the traffic impact in my area of Richmond Beach from the Point Wells Project this week. It is unlikely I can come to the meeting, but I would like very much to express my views to you.

I live near 199th going west from 20th and the "X" of 201st coming down the hill. As you know, it is an area of relatively small roads and many people walk in the neighborhood without sidewalks. All of us who live here drive slowly and carefully and are frequently waiting for a pedestrian or coming around a car parked on the side of the road.

I think it is mandatory to do as much as we can to preserve our neighborhood and keep the extra traffic from making "shortcuts" through our area. Since 199th is a straight road up the hill it will almost certainly be used if it is not restricted.

I would like to see as many things done as possible to prevent this problem. It would seem to me we should consider:

Making 199th one way above 24th and the other way below. Similar considerations should be given to other roads close by

Putting in traffic circles and stop signs at as many intersections as possible, for example, at the stop sign of 201st and 24th.

Restrict left turns.

Install speed bumps on most of the roads.

It also would be nice to see some sidewalks which would be possible if the roads were primarily one-way.

I realize that this would inconvenience some residents.

However, I think this is a small inconvenience compared to the health of our community. We should not listen to the loud voices of a few without input from the entire involved area.

Thank you for your attention to this matter.

Sincerely,

Kathryn A Zufall

2420 NW 201st Place

Shoreline WA 98177

From: Julie Vaughn
Sent: Monday, March 10, 2014 9:27 PM
To: Kirk McKinley; City Council
Subject: Traffic flow for Point Wells

From the start of this proposed project, I have been concerned with what could be a massive number of cars that would attempt the back road pass to Edmonds around the X between 20th and 24th Aves NW. I have a friend who lives on the corner of 23rd Ave and NW 201st who has said there are already people trying to make up for the speed they will lose through Woodway by driving up 23rd too fast. That will only become more the case if this development goes through. Clearly we will need a plan to block that path from high volume, high speed commuters along 24th and 23rd (there are school bus stops on each of these streets with plenty of children waiting in the mornings with traffic diversions toward the "arterial" Richmond Beach road.

I do hold out hope that this can be handled sensibly; the fact that Snohomish glibly permits buildings for which they have nothing but upside through taxes and no drain on their resources and community is more than a little disturbing. I hope we can all hold together as a community and come up with plans to make unsafe routes difficult to use, even if it means a change in my own driving habits.

--

Julie Vaughn
2426 NW 201st Pl
Shoreline, WA 98177